

**AMENDMENTS TO THE CLAIMS**

This listing of claims replaces all prior versions, and listings, of claims in the application:

1. (currently amended): A ~~belt-type~~ continuously variable transmission system for use in a vehicle, the system ~~having:~~ comprising:  
~~a belt-type continuously variable transmission provided with comprising:~~  
~~a drive pulley and pulley, which has a fixed disk and a movable disk disposed opposing the fixed disk to form a V-shaped pulley groove;~~  
~~a driven pulley, which has each having a fixed disk and a movable disk disposed opposing the fixed disk to form a V-shaped pulley groove,~~  
~~the width of each pulley groove being variable in accordance with oil pressure applied to the movable disks,~~  
~~a V-belt that is being fitted into each pulley groove and wound around the drive pulley and driven pulley, and pulley;~~  
~~a gear ratio being set in accordance with the width of the pulley groove in the drive pulley and driven pulley;~~  
~~a first spring for applying an urging force to the movable disk of the drive pulley to urge the movable disk to the corresponding fixed disk side; and~~  
~~a second spring for applying an urging force to the movable disk of the driven pulley to urge the movable disk to the corresponding fixed disk side;~~  
an oil pressure supply device for supplying oil pressure to each movable disk; and  
a clutch for controlling the transmission of torque from an engine of the vehicle to the ~~drive pulley; pulley,~~  
~~the belt type continuously variable transmission comprising:~~  
~~a first spring for applying an urging force to the movable disk of the drive pulley to urge the movable disk to the corresponding fixed disk side; and~~  
~~a second spring for applying an urging force to the movable disk of the driven pulley to urge the movable disk to the corresponding fixed disk side,~~  
wherein a width of each pulley groove is variable in accordance with oil pressure applied to the movable disks.

wherein a gear ratio is set in accordance with the widths of the pulley grooves in the drive pulley and driven pulley,

wherein the first spring sets the pulley width of the drive pulley and the second spring sets the pulley width of the driven pulley when the oil pressure supply device is inoperative, and

wherein a ratio of spring constants of the first spring and the second spring is set such that when the oil pressure supply device is inoperative, an offset between a median plane of the pulley groove in the drive pulley and a median plane of the pulley groove in the driven pulley is reduced.

2. (currently amended): The ~~belt-type~~ continuously variable transmission system as defined in Claim 1, wherein the ratio of the a ratio of a spring constant of the first spring and the spring a spring constant of the second spring is set such that when the oil pressure supply device is inoperative, the offset an offset between the median a median plane of the pulley groove in the drive pulley and the median a median plane of the pulley groove in the driven pulley is substantially zero.

3. (currently amended): The ~~belt-type~~ continuously variable transmission system as defined in Claim 1, wherein, when the oil pressure supply device is inoperative, ~~the first spring and second spring set the gear ratio to be higher than a gear ratio which is set only by the second spring~~ the ratio of the spring constants of the first and second springs is set so that the gear ratio is high.

4. (currently amended): The ~~belt-type~~ continuously variable transmission system as defined in Claim 1, wherein the oil pressure supply device comprises an oil pump and an oil pressure control unit.

5. (currently amended): A ~~belt-type~~ continuously variable transmission system for use in a vehicle, the system having: comprising:

a belt-type continuously variable transmission provided with comprising:

a drive pulley and pulley, which has a fixed disk and a movable disk disposed opposing the fixed disk to form a V-shaped pulley groove;

a driven pulley, which has each having a fixed disk and a movable disk disposed opposing the fixed disk to form a V-shaped pulley groove,

~~the width of each pulley groove being variable in accordance with oil pressure applied to the movable disks;~~

a V-belt that is being fitted into each pulley groove and wound around the drive pulley and driven pulley, and pulley;

~~a gear ratio being set in accordance with the width of the pulley groove in the drive pulley and driven pulley;~~

first urging means for applying an urging force to the movable disk of the drive pulley to urge the movable disk to the corresponding fixed disk side; and

second urging means for applying an urging force to the movable disk of the driven pulley to urge the movable disk to the corresponding fixed disk side;

an oil pressure supply device for supplying oil pressure to each movable disk; and a clutch for controlling the transmission of torque from an engine of the vehicle to the drive pulley; pulley,

~~the belt type continuously variable transmission comprising:~~

~~first urging means for applying an urging force to the movable disk of the drive pulley to urge the movable disk to the corresponding fixed disk side; and~~

~~second urging means for applying an urging force to the movable disk of the driven pulley to urge the movable disk to the corresponding fixed disk side;~~

wherein a width of each pulley groove is variable in accordance with oil pressure applied to the movable disks,

wherein a gear ratio is set in accordance with the widths of the pulley grooves in the drive pulley and driven pulley.

wherein the first urging means sets the pulley width of the drive pulley and the second urging means sets the pulley width of the driven pulley when the oil pressure supply device is inoperative, and

wherein a ratio of spring constants of the first urging means and the second urging means is set such that when the oil pressure supply device is inoperative, an offset between a median plane of the pulley groove in the drive pulley and a median plane of the pulley groove in the driven pulley is reduced.